

Meeting Minutes

Attendees (in person): Tanya Asman, Marty Baker, Laura Beck, Wayne Clark, Eric Brenner, Heather Ersts, Steve Green, Laura Hammig, John Hartline, Greg Hinchliffe, Monica Irmeler, Jack Keene, Jon Korin, Jason Lamb, Steve Miller, Jon Morrison, Stanley Newborn, Oluseyi Olugbenle, Daniel Paschall, Erin Penniston, Dominic Scali, Peter Sotherland, Fred Shaffer Tom Sullivan, John Wetmore, David Zaroni

Attendees (on conference call): Katie Harris, Erin Penniston, Kevin Racine

I. **Welcome/Introductions/Approval of Minutes**

Eric Brenner, Chair of MBPAC, opened the meeting and welcomed attendees. He asked for any corrections to the April meeting minutes and received none and the minutes were approved.

II. **Maryland State and Local Police Bike/Ped Efforts** - Maryland State Officers: F/Sgt. Laura Beck and Cpl. Dave Zaroni & Anne Arundel County Officers: Cpl. Dominic Scali and Officer Stanley Newborn

Maryland State and local police officers discussed various topics including how crashes are documented, the types of crashes, officer training, data collection procedures, enforcement of the three-foot law, among others. Below are discussion points and questions raised during the meeting.

Officer Zaroni, also a member of the Bicycle Safety Task Force, explained that a crash must involve a motor vehicle to be legally identified as a crash. Upon arrival to a crash scene, the officer looks for evidence such as roadway conditions, headlight/taillights, weather, clothing of pedestrian/cyclist, among others. He also raised concern with the inconsistencies in data collection procedures at a crash scene. Officer Beck noted that these procedures have significantly changed but improvements and officer training are needed.

What type of training do officers receive?

Every academy training class goes over all types of minor and major crashes. Last year (2017) there were 765 crash investigations involving a vehicle across the State. Of the 765 crashes, 11 were fatalities.

What information do you gather from the driver?

- Signs of impairment
- Reviewing mirrors, possible blind spots
- If the driver shows signs of distracted driving, the officer gets a subpoena for cell phone records
- The driver is not automatically tested for blood-alcohol levels. The officer can test the driver if clues of intoxication are present

What information is collected on the built environment?

- Exact location
- Layout of the crash scene
- Curb uphill or downhill

- Grade of roadway

How is the data recorded?

- Data is recorded in ACRES, which records exact coordinates, and include several drop-down options from road characteristics to
- The report can be 20 – 30 pages

Officer Zanoni noted that officers collected very specific data including coefficient of friction among many other details. Officer Scali emphasized how long it takes to complete a crash investigation, which can take six months to a year and longer when insurance companies get involved.

How does the report mechanism play into how data is recorded? How does it affect how crash systems are taken?

- It's less about the type of mechanism and more important for the officer not to rush supervisor rushes through reviewing.
- The report used to be documented using a carbon copy form with limited options to select from. The reports are now computerized and has improved.

What are some top factors related to crashes?

- Intoxicated cyclists and pedestrians
- Many pedestrians wear dark clothing at night

Several attendees expressed concern that these factors solely blame the cyclists/pedestrians and not the driver. Some noted the danger cyclists and pedestrians face because of vehicular speeds and roadway designs.

Officer Scali provided background on safe passing laws and mentioned that 70% of fatalities result from 3-foot law violations. He noted the challenges of enforcing this law in Maryland and Anne Arundel County, in particular. Officer Scali played a video showing new ways officers can enforce the 3-foot law. Using a patrol officer bike, he demonstrated how the Codaxus device measures three feet and showed how officers give warnings to drivers who violate this law.

One MBPAC member expressed concern with the failed bill that would allow drivers to cross the double yellow line when passing a cyclist. Others noted examples of other states, such North Carolina and Pennsylvania, that have passed laws. There was discussion on the difficulty in changing behavior and the need to redesign roads.

Peter mentioned AASHTO Greenbook's focus on developing different place types based on land use and roadway conditions. He added that the intent of this effort is to inform enforcement and design requirements in each place type.

Marty provided background on the AASHTO Greenbook and its' focus on the land use context and recommendations to engineers and other professionals. Future iterations will include additional layers of analysis.

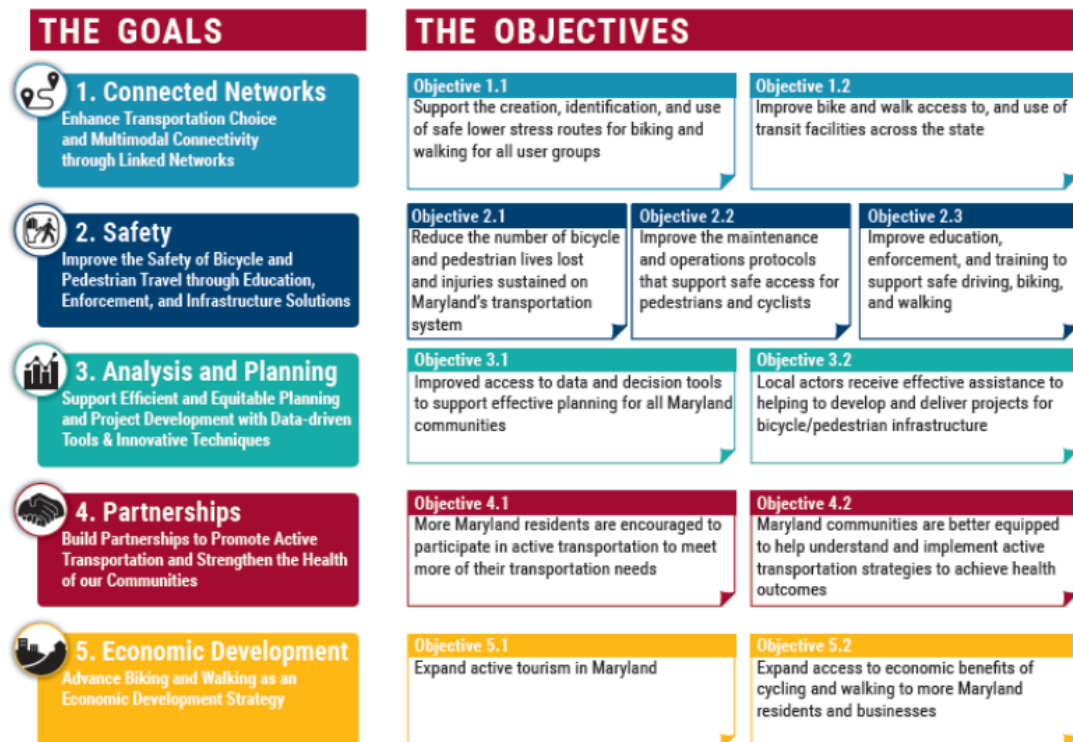
There was discussion about contributory negligence and using engineering and land use to force behavior. Jack raised the concern of some scenic and road ordinances that prohibit certain engineering solutions. Eric ended this section of the meeting by asking all the officers for general advice to the bike/walk community; below are their responses:

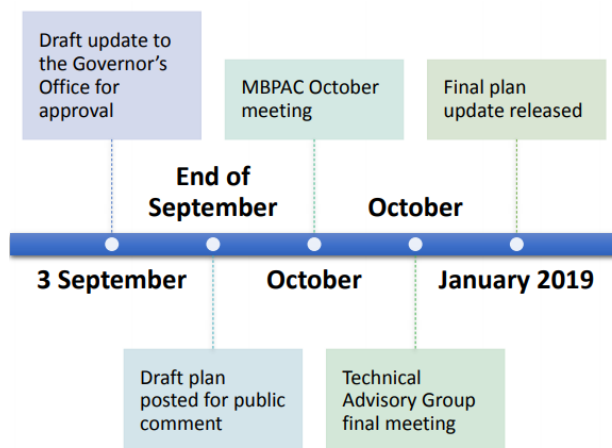
- Important for officers to be a part of the discussion
- Be visible as a pedestrian or cyclist; helpful to have a camera
- Support grant programs that improve engineering, enforcement, and education efforts related to biking and walking
- Advocate for more funding – better training for officers

One MBPAC member raised concern with autonomous vehicles, aggressive driving and enforcement.

V. **Maryland Bicycle and Pedestrian Plan Update** – Tom Sullivan, Transportation Planner/Bike-Pedestrian Specialist, MDOT – The Secretary's Office

Tom updated attendees on the status of the 2019 Maryland Bicycle and Pedestrian Plan process. Since the last MBPAC meeting, goals/objectives were finalized (see image below), and strategies/initiatives were drafted. Tom highlighted major takeaways from Public meeting 2 and briefed attendees on draft initiatives. The draft plan will be released for public comment in late September (see image on page 4).

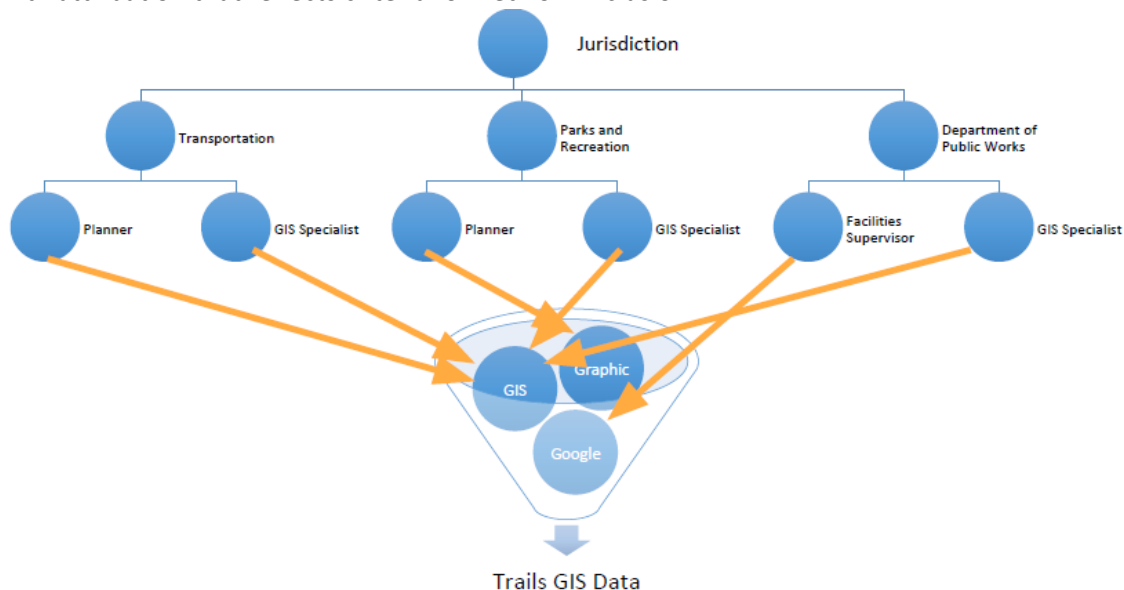




VI. Capital Trails Coalition (CTC) – Katie Harris, Trails Coalition Coordinator

Katie provided an overview of the CTC, a collaboration of public and private organizations, agencies, and citizen volunteers working to advance completion of an interconnected network of multi-use trails for the Washington, D.C. area.

She also detailed the data-gathering effort with Prince George's and Montgomery counties, Washington, D.C., and other Virginia jurisdictions (see image below). The CTC are looking for trails data with attribution that reflects criteria for network inclusion.



Katie announced that the new Chair of the CTC is Jack Koczela and reminded attendees of the November 15th event focused on plan visioning for trails. There was some discussion on which counties are underrepresented, Fund 88 Bike retrofit funding for trails, and the effects of the Purple Line development on the trail network.

VII. Upcoming Events/Dates/Locations for the next meeting

- East Coast Greenway - Trail Summit – April 4 – 6, 2019
- Heather reminded all to post biking/walking photos on social media
- Oluseyi passed out flyers for Walk Maryland Day and mentioned opportunities to sign up for a walking leader - Walk Maryland Day – October 10, 2018
- Next MBPAC November 9, 2018 – Planning efforts in the State
- The 11th Annual Cheverly Public Safety Day – September 20, 2018